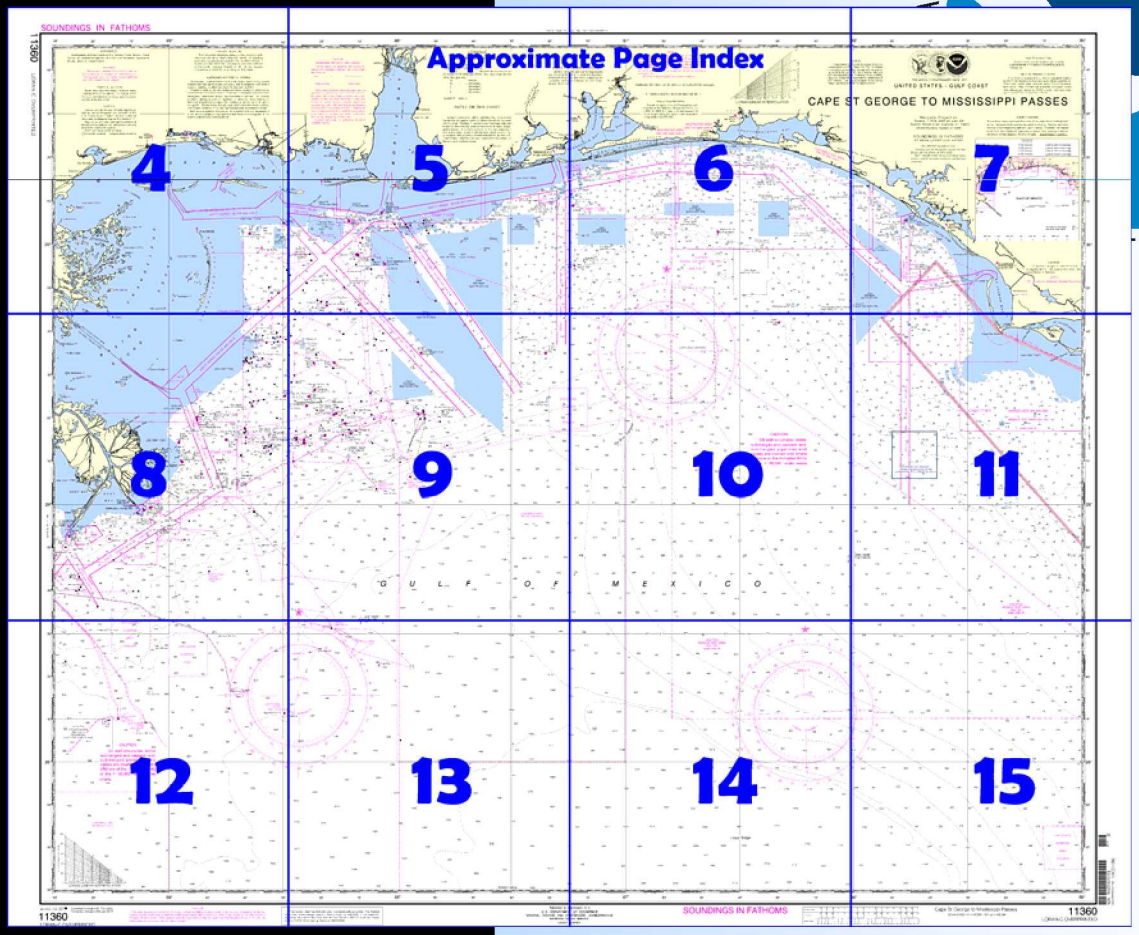
BookletChart™

Cape St. George to Mississippi Passes

(NOAA Chart 11360)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

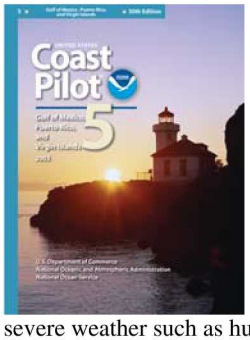
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 5, Chapter 6,7 & 8 excerpts]

(114) **St. Joseph Bay,** which extends about 12 miles N of Cape San Blas, is separated from the Gulf by **St. Joseph Peninsula (St. Joseph Spit),** a long, narrow strip of land and sand hills, wooded in places, that curves NNW from the cape. St. Joseph Bay, recognized as one of the best harbors on the Gulf, is easily entered by vessels with drafts to 25 feet except during periods of very severe weather such as hurricanes. **St. Joseph Bay Entrance Lighted Buoy 2** marks the entrance.

(144) **St. Andrew Bay,** a narrow irregularly shaped harbor, lies 30 miles NW of Cape San Blas. Excellent anchorage and protection during hurricanes can be found in this nearly landlocked harbor and its tributary inlets, West, North, and East Bays. A ship channel, protected by jetties, in a land cut through **Shell Island,** forms a passage from the Gulf to St. Andrew Bay.

(208) **Choctawhatchee Bay,** about 25 miles long, extends nearly parallel with the coast and separated from it by a strip of land varying in width from 0.3 to 4 miles. Depths in the bay decrease gradually from W to E with 18 to 43 feet in the W two-thirds, except near the shores, and 8 to 16 feet in the E third. Traffic in Choctawhatchee Bay consists principally of travel along the Intracoastal Waterway and oil deliveries to Freeport. There are good highway connections to Pensacola and Panama City on both the N and S shores of the bay.

(239) **Pensacola,** 7 miles above the entrance to Pensacola Bay, is a commercial city and the site of a U.S. Naval Air Station. The port has good facilities for coastwise and foreign shipping. Shipments through the port include bagged foodstuffs, seafood products, logs, lumber, steel products, scrap iron, marine supplies, grain, petroleum products, sand and gravel, flour, canned goods, paper products, produce, chemicals, fertilizer, rice, peanuts, and general cargo.

(287) **Escambia Bay,** extends 9 miles N from Pensacola Bay. About 5 miles above its mouth the bay is crossed by a fixed railroad bridge with a clearance of 50 feet.

(291) **East Bay,** an E extension of Pensacola Bay, is entered by way of a passage 1 mile wide between the shoals off **Garcon Point** and **Redfish Point.**

(297) **Perdido Bay,** an irregularly shaped body of water, is 13 miles W of Pensacola Bay entrance and 26 miles E of Mobile Bay entrance. Depths of 6 to 20 feet are found in the bay and in **Perdido River,** the latter being the river that serves as a boundary between the States of Florida and Alabama. **Arnica Bay** and **Bay La Launch** connect Perdido Bay with **Wolf Bay** on the W. Bayou St. John and Perdido Pass connect the bay with the Gulf to the S.

(7) **Mobile Bay,** 40 miles W of Pensacola and 90 miles NE of South Pass, Mississippi River, is the approach to the city of Mobile and to the Alabama and Tombigbee Rivers. The bay has depths of 7 to 12 feet outside the dredged channels. (10) The most conspicuous landmark near the entrance is the 131-foot black conical tower (30°11.3'N., 88°03.0'W.).

(11) **Fort Morgan,** an historic State shrine, is on **Mobile Point** on the E side of the entrance. The walls of this old brick pentagon-shaped fort are conspicuous when approaching the entrance. **Mobile Point Light** (30°13'42"N., 88°01'30"W.), 125 feet above the water, is shown from a skeleton tower. Mobile Point Range Rear Light is shown below and on the same structure as the light.

(13) **Fort Gaines,** an historic landmark and museum on the E end of Dauphin Island, is on the W side of the entrance. A spherical elevated tank is 2 miles W of the fort.

(45) **Bon Secour Bay,** extending about 14 miles E of Mobile Bay entrance, has depths of 5.6 to 11.7 feet in March 2001. Oyster beds are very extensive along the NE shore of the bay. The bay is the route of the Intracoastal Waterway, which crosses Mobile Bay Channel at a point 2.6 miles N of the latter's entrance.

(64) **Mobile,** 28 miles N of the bay entrance, is one of the largest and most important seaports on the Gulf of Mexico. A fully equipped ocean terminal, excellent transportation facilities, large shipyards, and all kinds of marine supplies are available at Mobile.

(148) **Mississippi Sound** extends 70 miles W of Mobile Bay between a chain of narrow, low, sand islands and the mainland, providing a sheltered route for the Intracoastal Waterway from Mobile to New Orleans.

(170) **Pascagoula,** at the mouth of **Pascagoula River,** is a city with many large industries in shipbuilding and ship repair, manufacture of paper products, textiles, containers, seafood packing and processing, oil refining, fertilizer and chemicals.

(342) **Chandeleur Sound** and **Breton Sound** lie S of Mississippi Sound and N of the Mississippi River Delta; no clear line of demarcation lies between them–Chandeleur is the N of the two sounds.

Table of Selected Chart Notes

Corrected through NM Nov. 22/08
Corrected through LNM Nov. 11/08

NOTE C

Port St. Joe is in the Eastern Standard Time Zone.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

For Symbols and Abbreviations see Chart No. 1

CAUTION

Gas and Oil Well Structures

Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables are charted only where offshore of the indicated chart limits of the 1:80,000 scale series charts.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Gas and Oil Well Structures

Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables are charted only where offshore of the indicated chart limits of the 1:80,000 scale series charts.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Mercator Projection
Scale 1:456,394 at Lat 29°
North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7980.....79,800 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 7980-W

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Additional information can be obtained at nauticalcharts.noaa.gov.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

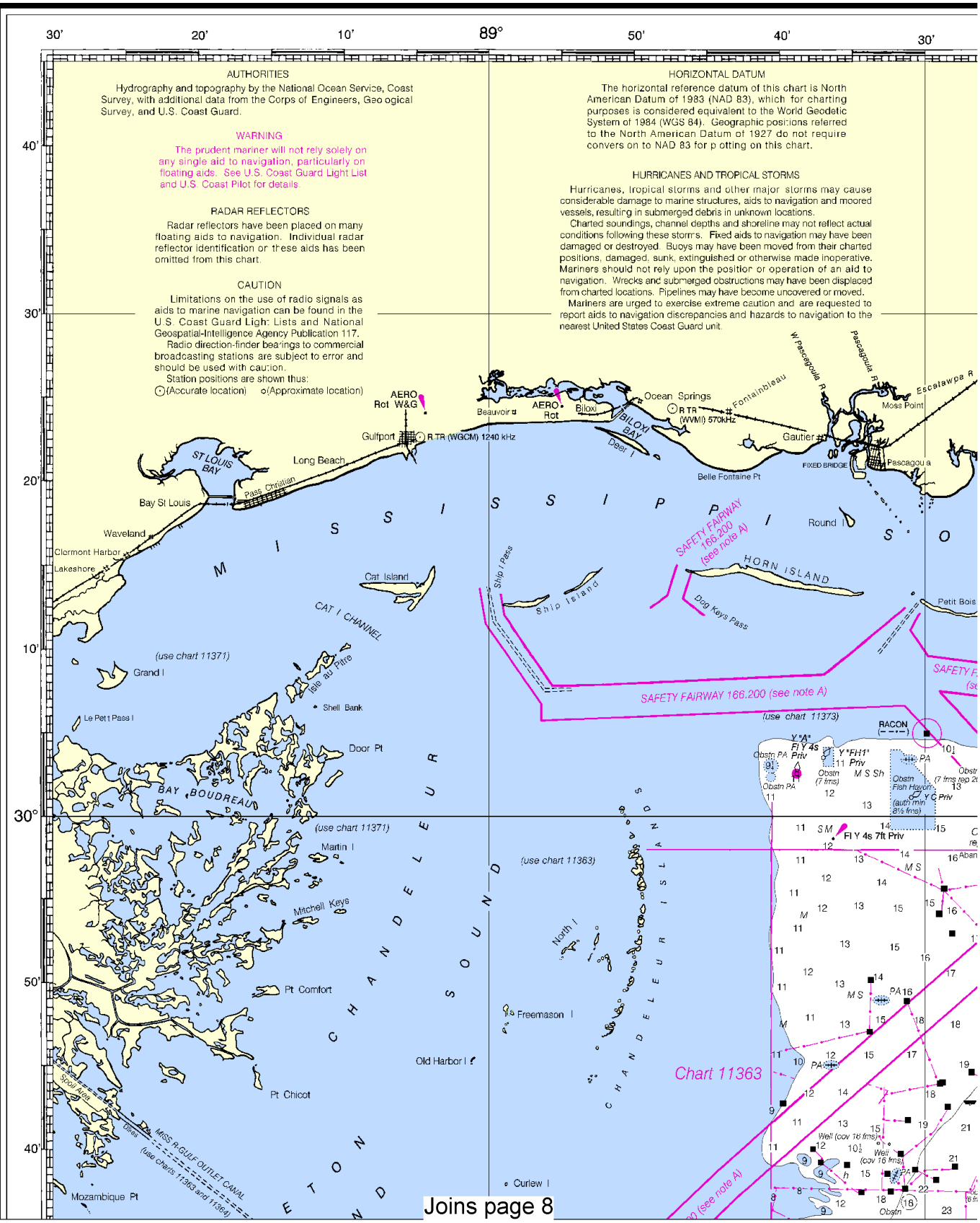
CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FATHOMS

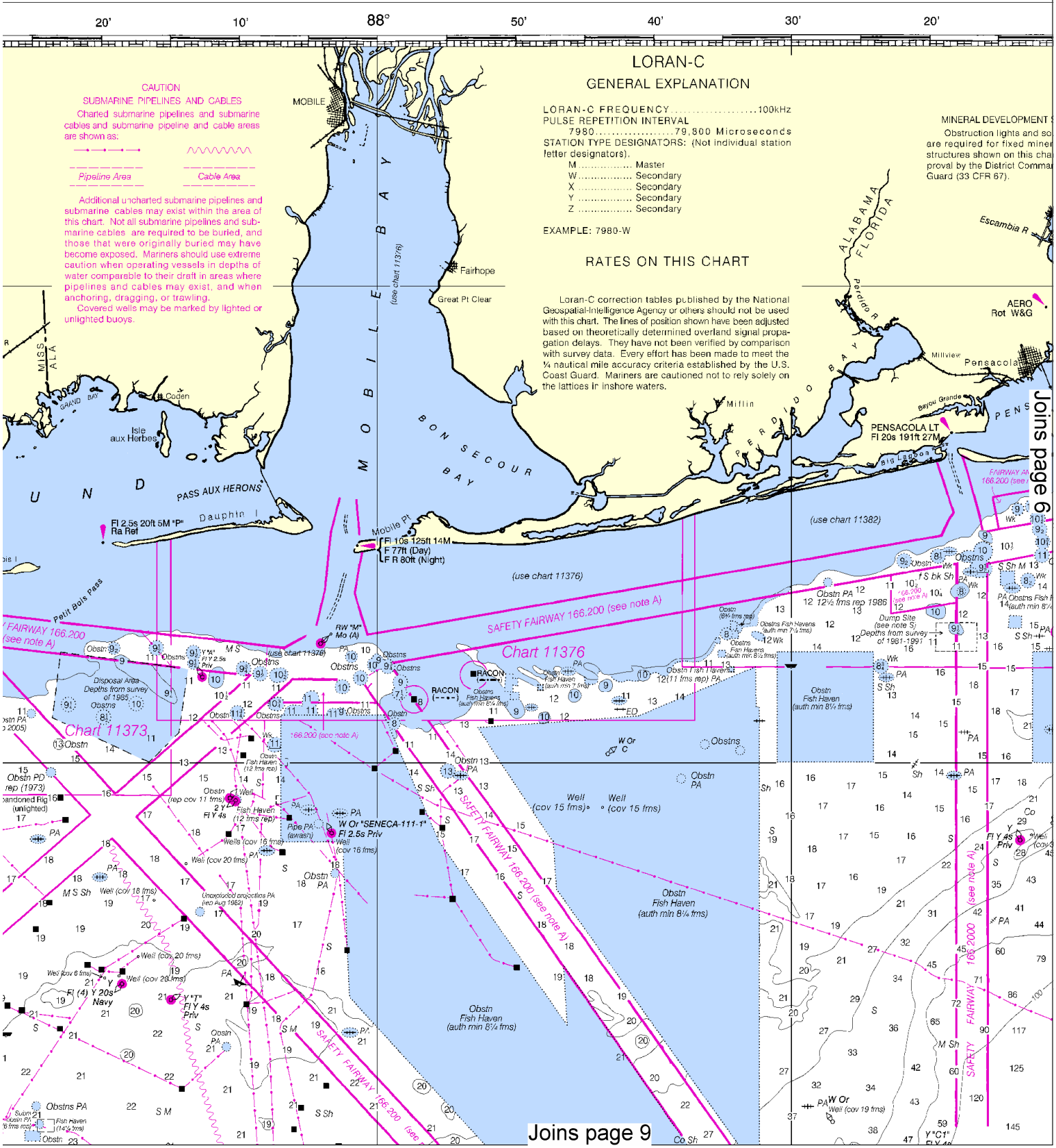
11360

LORAN-C OVERPRINTED

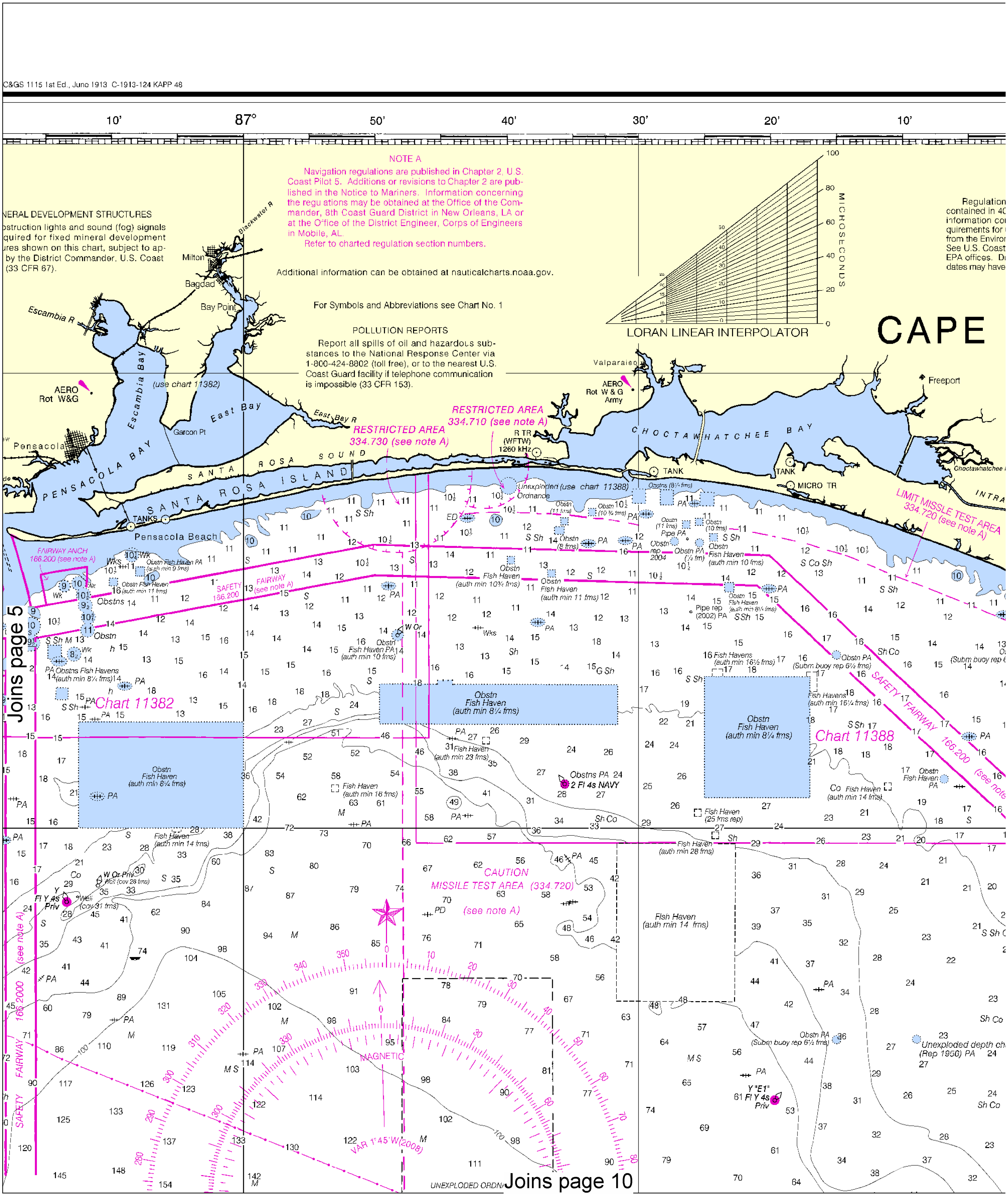


Joins page 8

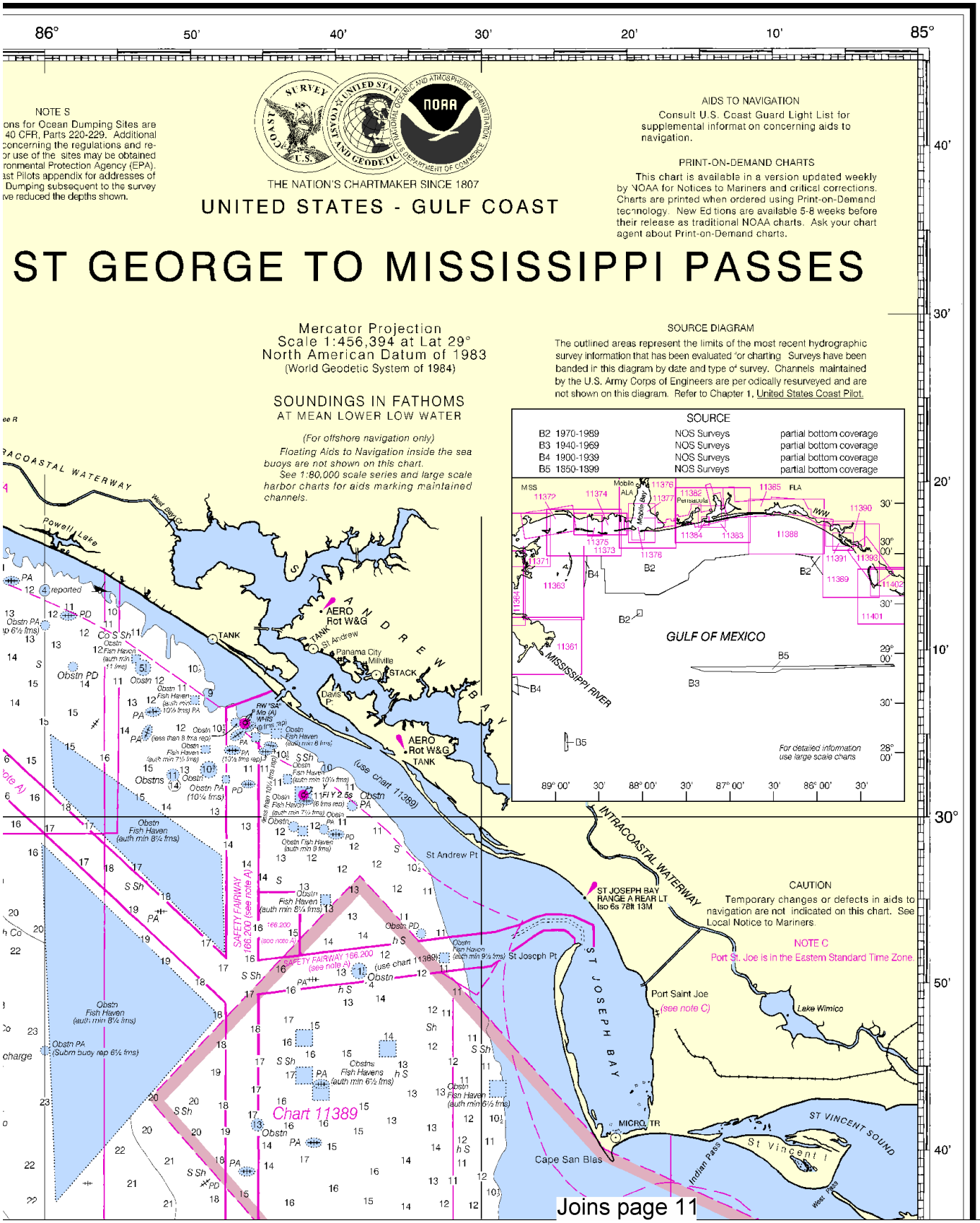
North



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:608525. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.


C&GS 1115 1st Ed., June 1913 C-1913-124 KAPP 48
10'
87°
50'
40'
30'
20'
10'
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.
Refer to charted regulation section numbers.
Additional information can be obtained at nauticalcharts.noaa.gov.
For Symbols and Abbreviations see Chart No. 1
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
NERAL DEVELOPMENT STRUCTURES
bstruction lights and sound (fog) signals
quired for fixed mineral development
ures shown on this chart, subject to ap-
by the District Commander, U.S. Coast
(33 CFR 67).
MICROSECONDS
LORAN LINEAR INTERPOLATOR
Regulation
contained in 40
information co
quirements for
from the Enviro
See U.S. Coast
EPA offices. D
dates may have
CAPE
Blackwater R
Milton
Bagdad
Bay Point
Escambia R
Escambia Bay
(use chart 11382)
AERO Rot W&G
East Bay
East Bay R
Garcon Pt
Pensacola
PENSACOLA BAY
SANTA ROSA SOUND
SANTA ROSA ISLAND
TANKS
Pensacola Beach
RESTRICTED AREA 334.730 (see note A)
RESTRICTED AREA 334.710 (see note A)
R TR (WFTW) 1260 kHz
Valparaiso
AERO Rot W & G Army
CHOCTAWHATCHEE BAY
TANK
MICRO TR
Freeport
Choctawhatchee
INTRA
LIMIT MISSLE TEST AREA 334.720 (see note A)
Unexploded (use chart 11388) Ordnance
FAIRWAY ANCH 166.200 (see note A)
SAFETY FAIRWAY 166.200 (see note A)
SAFETY FAIRWAY 166.200 (see note A)
SAFETY FAIRWAY 166.2000 (see note A)
Joins page 5
Chart 11382
Chart 11388
Obstn Fish Haven (auth min 8¼ fms)
Fish Haven (auth min 14 fms)
Fish Haven (auth min 28 fms)
Fish Haven (auth min 23 fms)
Fish Haven (auth min 16 fms)
Fish Haven (25 fms rep)
Fish Haven (auth min 14 fms)
2 Fl 4s NAVY
Fl Y 4s Priv
Y "E1" Fl Y 4s Priv
CAUTION
MISSILE TEST AREA (334.720)
(see note A)
Unexploded depth ch (Rep 1950) PA
MAGNETIC
VAR 1°45'W(2008)
UNEXPLODED ORDN
Joins page 10

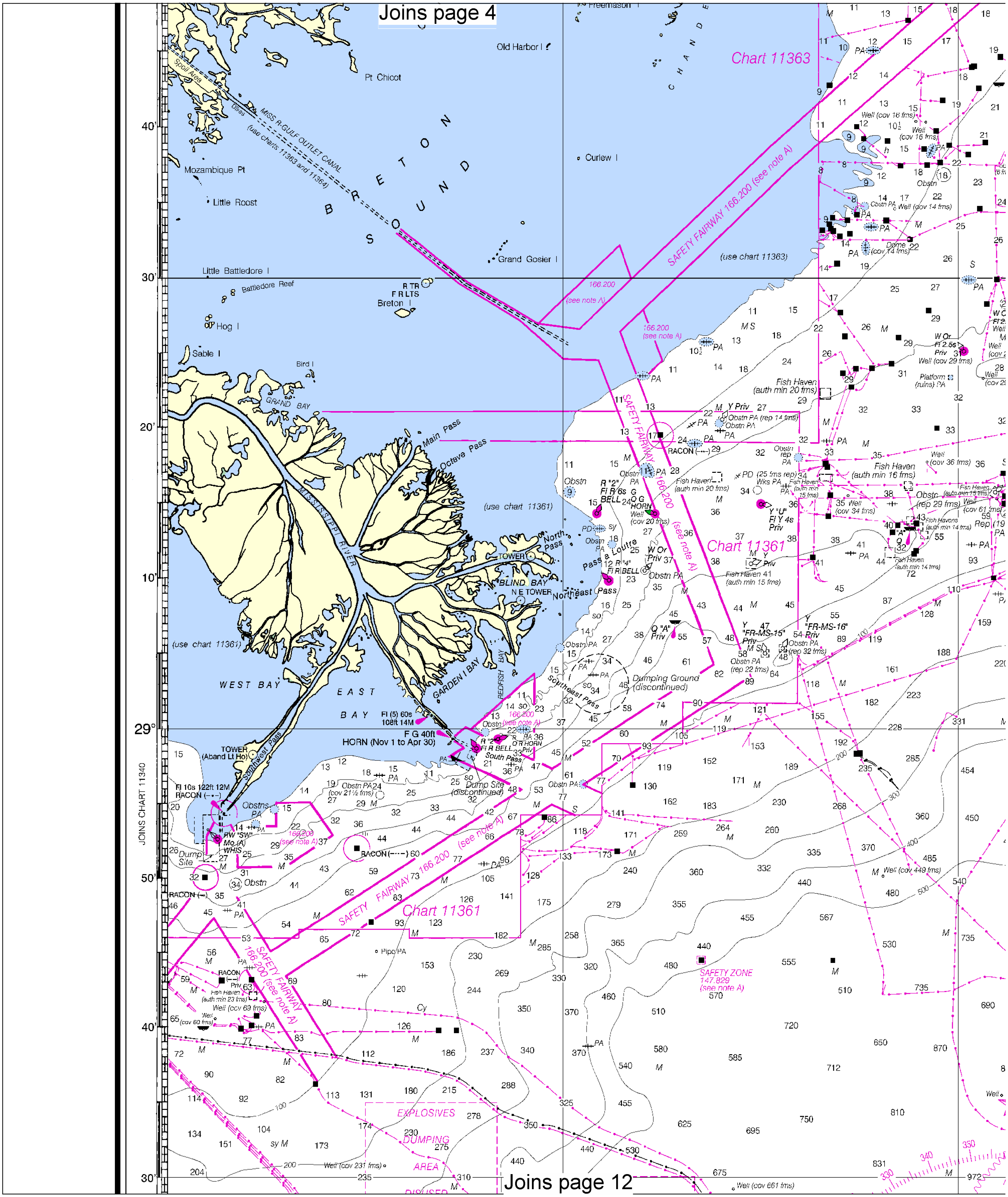
North



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

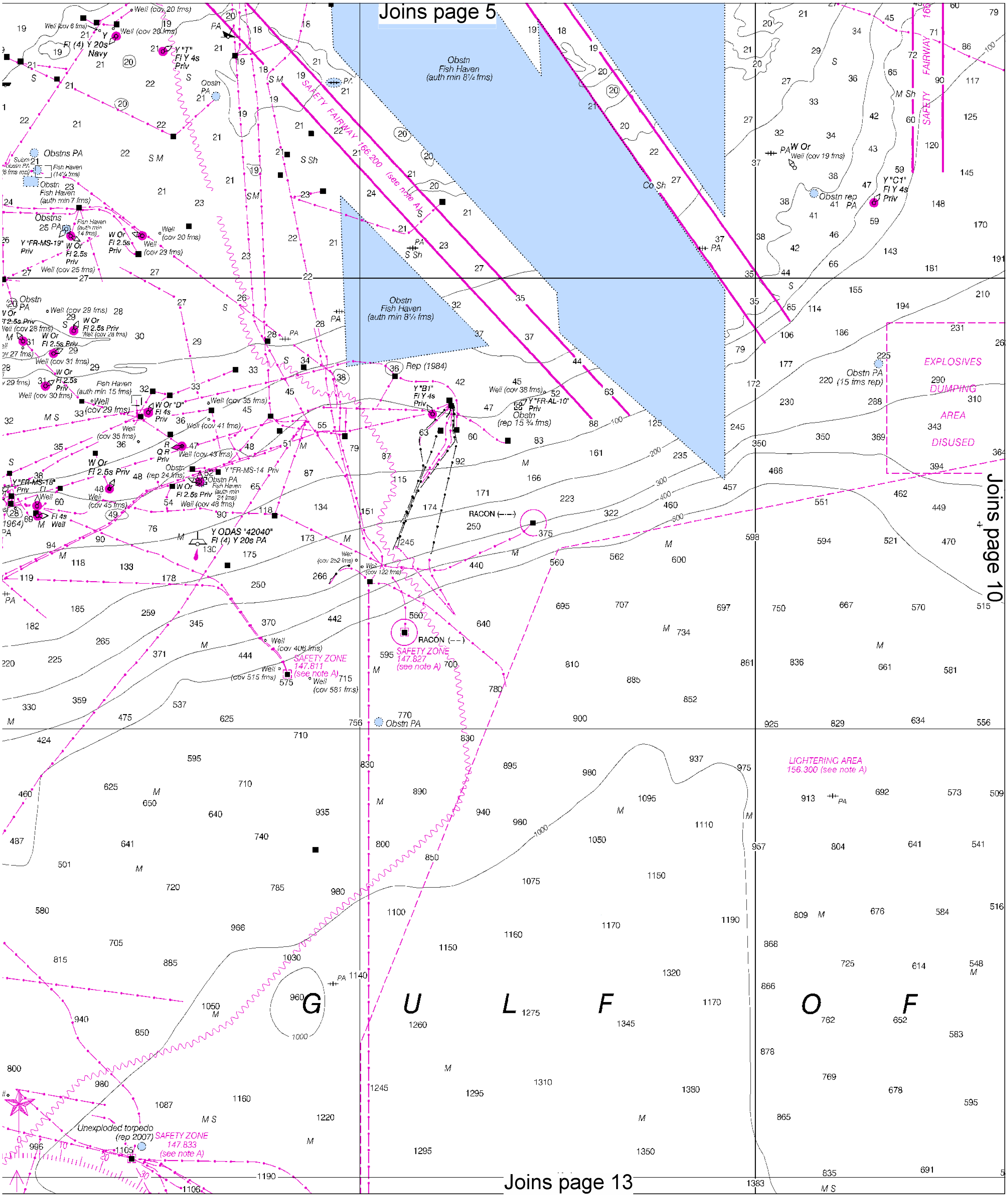
Joins page 4



Joins page 12

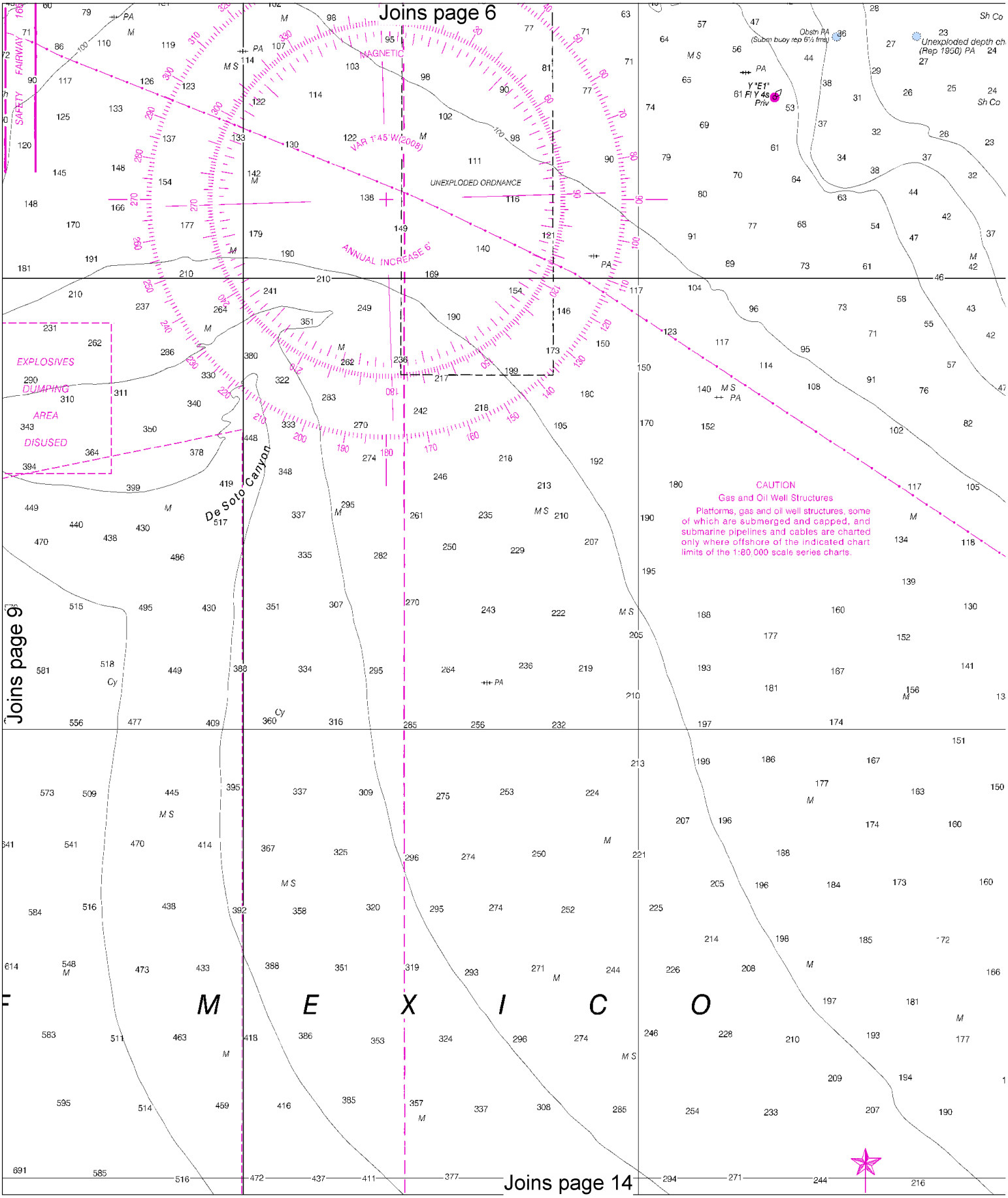
North

Joins page 5

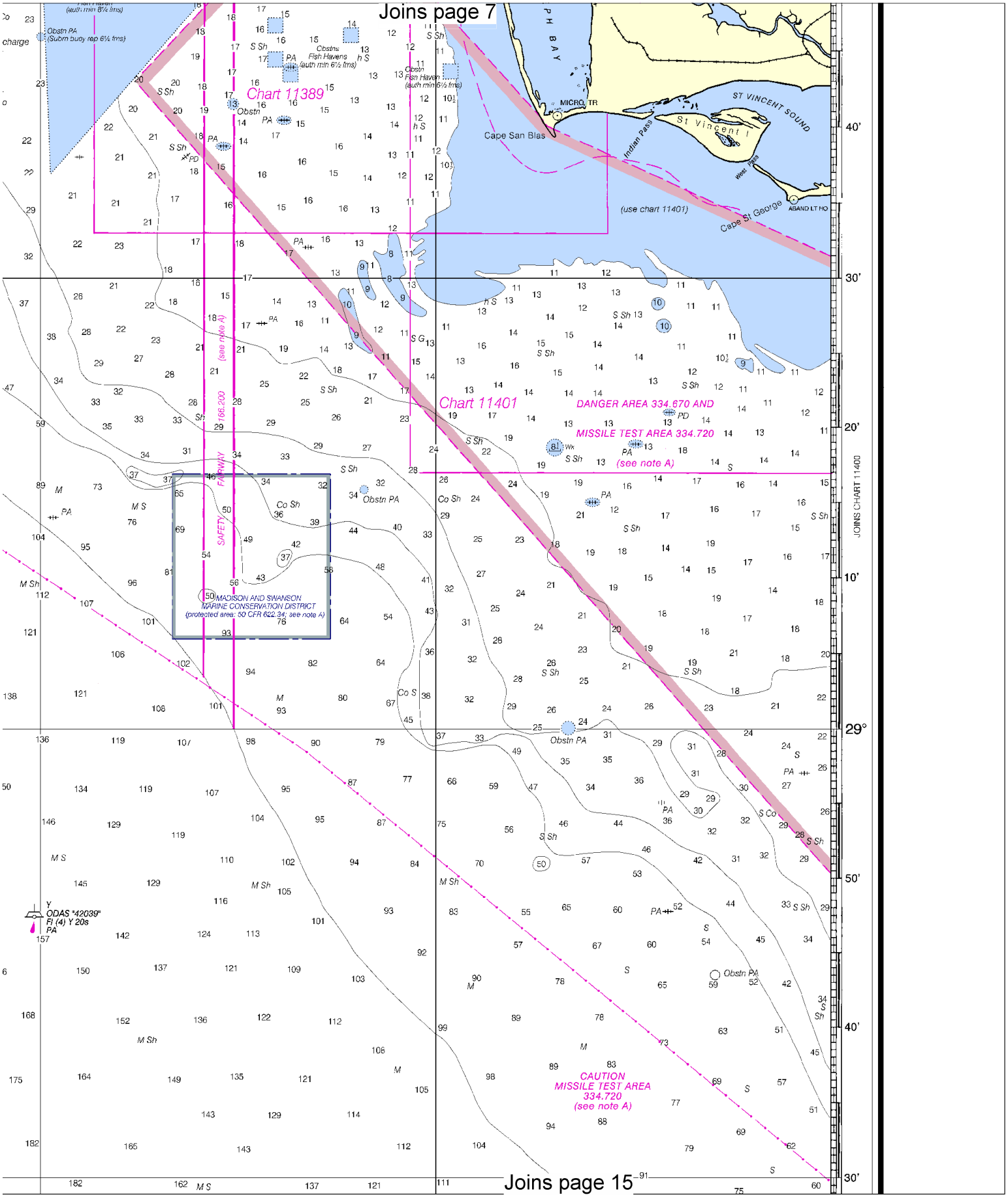


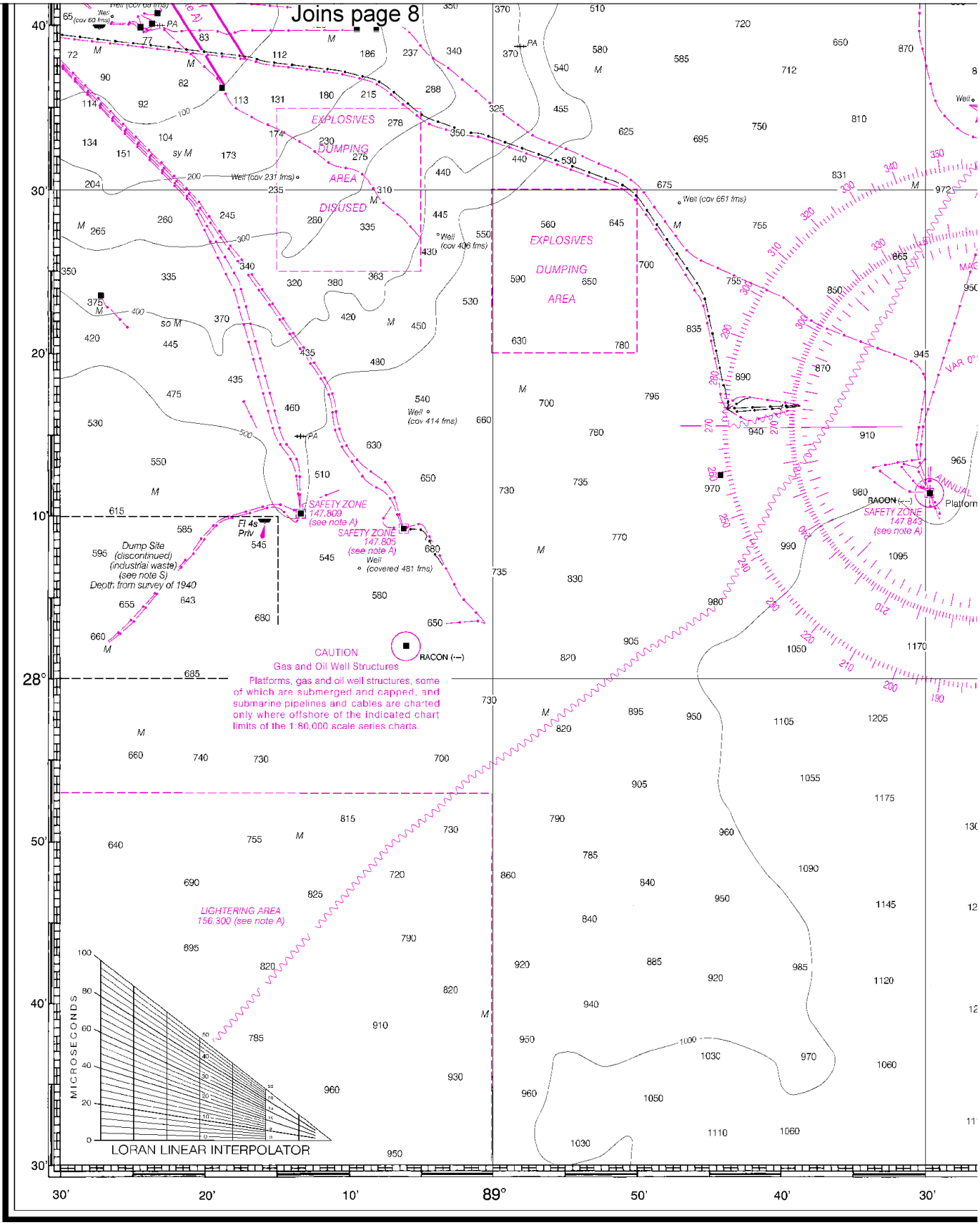
Joins page 10

Joins page 13


Joins page 6
Joins page 9
Joins page 14
MAGNETIC
VAR 1°45'W(2008)
ANNUAL INCREASE 6'
UNEXPLODED ORDNANCE
EXPLOSIVES
DUMPING
AREA
DISUSED
De Soto Canyon
CAUTION
Gas and Oil Well Structures
Platforms, gas and oil well structures, some of which are submerged and capped, and submarine pipelines and cables are charted only where offshore of the indicated chart limits of the 1:80,000 scale series charts.
Obstn PA
(Subm buoy rep 6¼ fms)
Unexploded depth ch
(Rep 1956) PA
Y "E1"
61 Fl Y 4s
Priv
FAIRWAY
SAFETY
M E X I C O

North


Joins page 7
Chart 11389
Chart 11401
Cape San Blas
MICRO TR
ST VINCENT SOUND
St Vincent I
Indian Pass
Cape St George
ABAND LT HO
(use chart 11401)
DANGER AREA 334.670 AND
MISSILE TEST AREA 334.720
(see note A)
FAIRWAY
SAFETY
166.200
(see note A)
MADISON AND SWANSON
MARINE CONSERVATION DISTRICT
(protected area: 50 CFR 622.34; see note A)
Obstn PA
(Subm buoy rep 6¼ fms)
Obstns
Fish Havens
(auth mtn 6½ fms)
Obstn
Fish Haven
(auth mtn 6½ fms)
ODAS "42039"
Fl (4) Y 20s
PA
CAUTION
MISSILE TEST AREA
334.720
(see note A)
JOINS CHART 11400
40'
30'
20'
10'
29°
50'
40'
30'
Joins page 15



43rd Ed., Nov./08 ■ Corrected through NM Nov. 22/08
Corrected through LNM Nov. 11/08

11360

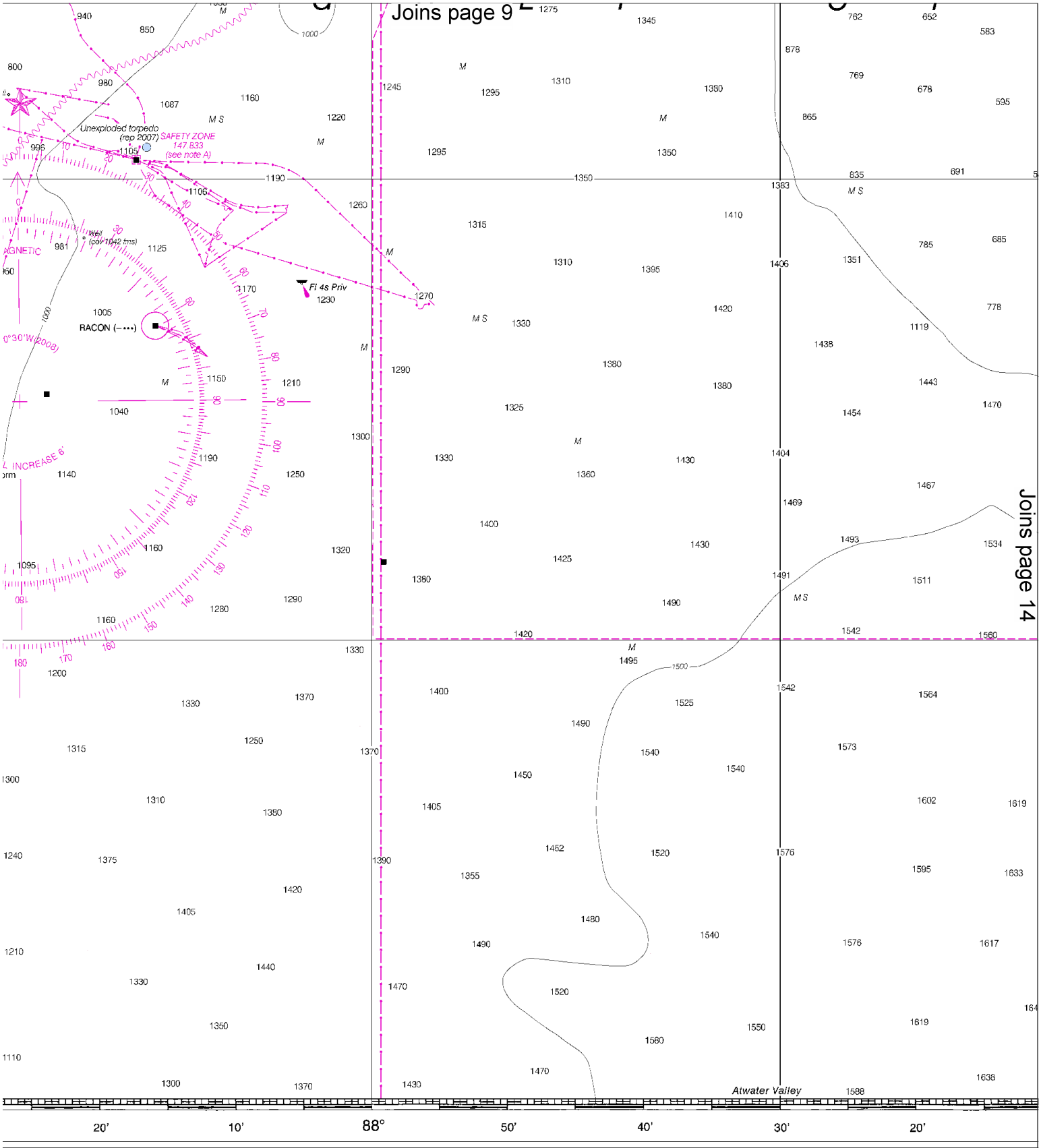
LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

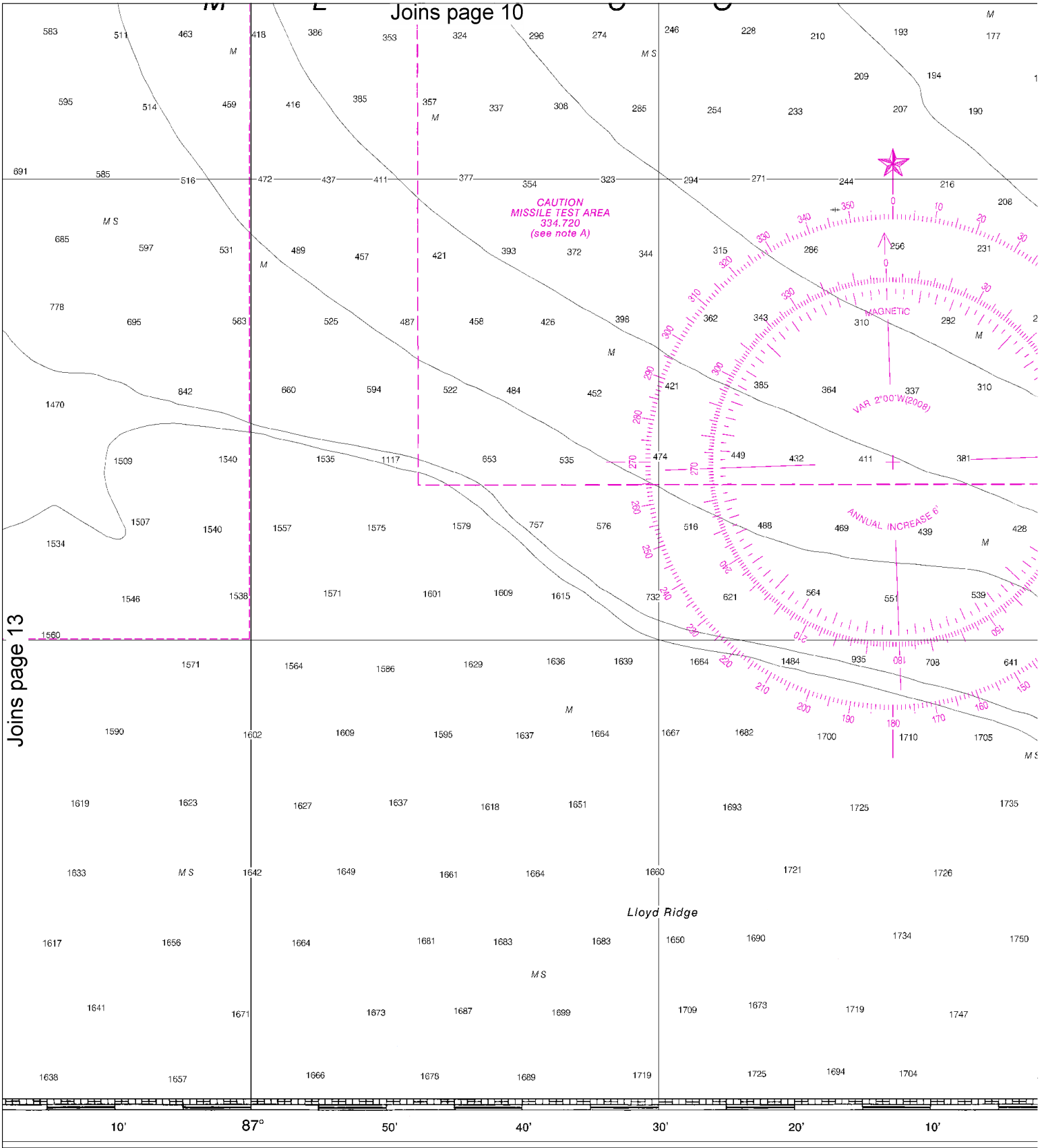
This na
Ocean Ser
improving
Service, N

North



nautical chart has been designed to promote safe navigation. The National ervice encourages users to submit corrections, additions, or comments for g this chart to the Chief, Mar ne Chart Division (N/CS2), National Ocean NOAA, Silver Spring, Maryland 20910-3282.

Published at Washington,
U. S. DEPARTMENT OF CO
NATIONAL OCEANIC AND ATMOSPHERI
NATIONAL OCEAN SERV
COAST SURVEY



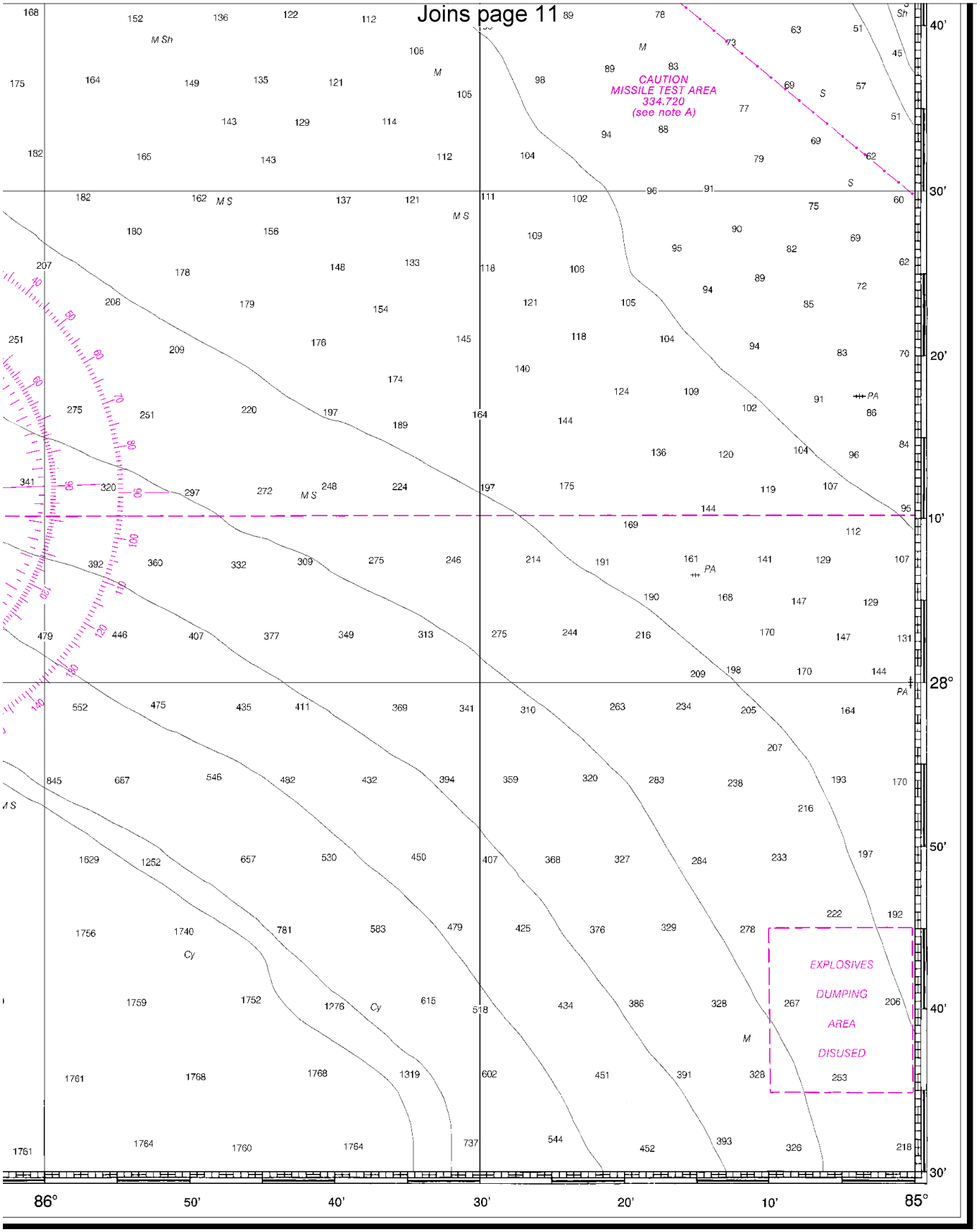
shed at Washington, D. C.
'ARTMENT OF COMMERCE
AND ATMOSPHERIC ADMINISTRATION
ONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHOMS

FATHOMS	1	2	3	4	5	
FEET	6	12	18	24	30	
METERS	1	2	3	4	5	6	7	8	9

14

North



Cape St George to Mississippi Passes

SOUNDINGS IN FATHOMS - SCALE 1:456,394

11360

LORAN-C OVERPRINTED

ED NO. 43

NSN 7642014010104 NGA REFERENCE No. 11ACO11360

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Mobile – 251-441-6211
Coast Guard Group New Orleans – 504-846-6162
LA Wildlife & Fisheries – 800-442-2511
FL Fish and Wildlife Conservation Comm – 888-404-3922
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.